18

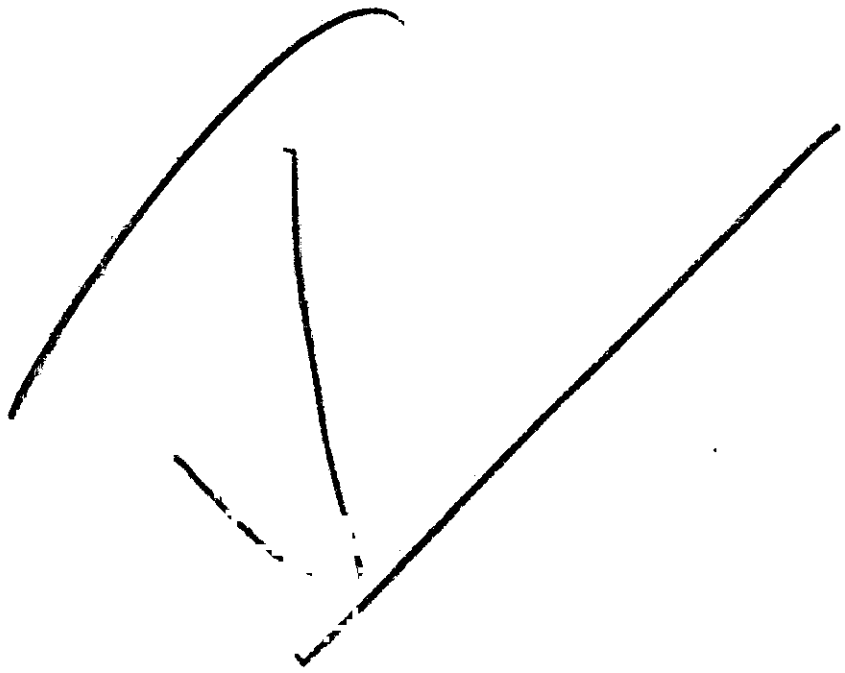
1954 9. **File No.** 9865/36

B CLASS

T.W. DEPARTMENT
& BRANCH

Subject:—Advance-Motor Cars.

Liberisation of the rules regulating the grant of—



B.I.M. 249

File No. 9865/36-8

Ed. Scott. Slip. 24 A

G.R., G D., No. 2408, dated 22-6-22.]

Correspondence

DOCKET SHEET (B)

Subject :—

File No. 9865/36

P. W. DEPT.

E BRANCH.

References :—

Date.	To whom sent.	Notes and instructions.

9865/36/22450.

E.B. (I). P.W.D.

These papers related to the question of maintenance of a fast moving conveyance (Motor car or Motor cycle) by Dy. Engrs. Please see the S.E, S.I.C's (now K.I.C's) letter No. G-114, dated the 28th Feb. 1948, Office Note dt. the 22-9-1948 and Govt. endt. No. 9865/36 - E(I), dt. the 27-9-1948. The S.E., K.I.C., considers that maintenance of a motor car or at least a motor cycle (Solo) by Dy. Engrs. in charge of Sub-Dns. is essential in the interest of Govt. work and has made the following proposals :-

(a) The Dy. Engrs. without fast conveyance may be posted to some Dnl. or Circle office with no out-door work;

or

(b) Orders may be issued to the effect that a fast conveyance is essential for the proper performance of the duties of a Dy. Engr. (S.D.O.) and that in case an officer fails to keep one he will be reverted to the pt. grade of Overseer.

(c) Whether an officer (S.D.O.) failing to keep a fast conveyance should be shown in the qualification reports as 'Inefficient' if it is considered that his work suffers in qualify and quantity for want of a conveyance.

(d) A part of conveyance allec. (say 60%) sanctioned for a Dy. Engr. in charge of a Sub-Dn. should be paid to him even when he is attached to office.

The other S.Es., the El. Commr., the El. Engr. and the P.H.E., who were consulted in the matter have agreed with the S.E., K.I.C. that the Dy. Engrs. in charge of Sub-Dns. should have a fast conveyance but they do not agree with the remedies suggested by the S.E., K.I.C's at (a) ,(b) and (c) above, for compelling the S.D.Os. to maintain such a conveyance.

.....

2. In the opinion of the S.E., E.C. the reason for the Dy. Engrs. not owning a fast moving conveyance is their financial inability to invest money on costly fast moving conveyances as majority of the Dy. Engrs. (S.D.Os.) are new ones and are in receipt of very small salaries. He therefore considers that the only solution of the problem will be for Govt. to provide Govt. owned vehicles run at Govt. expenses. He further suggests that a beginning can be made by providing a small percentage of Govt. owned fast conveyances to each Dn. to be used by the S.D. Os. or the Ex. Engr. of the Dn. and the officers should not be allowed to claim any t.a. for the journeys made in these vehicles. The S.E. strongly recommends the provision of Govt. owned fast moving conveyances even at the cost of reducing the Sub-Dns. rather than maintaining so many Dy. Engrs. many of whom are unwilling or to be more correct financially unable to acquire a fast moving conveyance. He is of the opinion that with a Govt. vehicle the S.D.O. can and must manage a larger area. He, however, says that the practical solution will be to induce and pursuade Dy. Engrs. to acquire or otherwise to possess a fast moving conveyance and use them on Govt. work. Men definitely unwilling or men who are really financially unable to acquire or possess a fast conveyance will have to be provided with a fast Govt. owned conveyance.

3. The S.E., C.C., says that to insist on a Dy. Engr's maintaining a motor car as a fast conveyance would be wrong, unkind and out of the question as he is low paid officer and is not expected to maintain a car in consistency with his status and the P.T.A. paid to him does not cover all his costs. He recommends that every S.D.O. should be insisted on to maintain a serviceable motor cycle or tanga without which he will not be given a Sub-Dnl. charge. A S.D.O. should not travel in a service bus when he is on inspection duty and

that.....

that he should make a spl. mention in his duty journal of the journeys he had to make in a bus giving reasons. As regards the grant of conveyance allce. to the S.D.Os. attached to the Dnl. and administrative offices the S.E., C.C., agrees with the S.E., K.I.C. and recommends the allcs. may be half of the P.T.A.

4. The S.E., D.I.C., says that maintenance of a m motor car ê by Dy. Engrs. is costly and hence should not be compulsary but they should compulsarily have a motor cycle or a tonga. He is not in favour of the grant of conveyance allce. to the Dy. Engrs. attached to the Dnl. and administrative offices as he thinks that it is not justified in view of the spl. pay attached to such posts

5. The S.E., B.C., says that if we expect a S.D.O. to maintain a low powered car we must pay him at least Rs. 160 p.m. (Rs. 35 for depreciation plus Rs. 50 for petrol and Rs. 25 for other expenses). He accordingly suggests that the conveyance allce. for a Sub-Dnl. officer must be mainimum Rs. 150 p.m. and the P.T.A. should be 175 p.m. With a view to overcome all the difficu lties he suggests that Govt. should advance full amount required for purchase of a car i.e. Rs. 8,000 or so and Govt. should undertake to purchase the car making due allce. for depreciation provided the car is used with due care and deligence. Such cars should be resold to other S.D.Os.

6. The S.E., S.C., says that the only course appears to be to equip each Sub-Dn. with a Govt. jeep and no P.T.A. or conveyance allce. to the Dy. Engrs. or the head-quarter overseers. They should be paid daily allces. only when they camp out of head-quarters. He adds that the suggestion is not without analogous precedents which can be had in the Railways, Police Deptt. and big Engrg. firms.

7. The S.E., N.G.C., has made the following suggestions:-

(1) The rule reg: the grant of advances for purchase of conveyances should be liberaliesed by not restricting it to six months' pay or Rs. 10, 000, whichever is less, and the

the S.D.O. may be granted full advances to cover the purchase price of conveyances and the advances may be recovered in very easy instalments depending upon the economic capacity of the officer.

(ii) P.T.As. may be fixed on the basis of actual conditi ons prevailing and not on any ad hoc considerations. The present rate of P.T.A. may be raised by 100 p.c. or system of ordinary t.a. may be introduced.

(iii) For officers who are obliged by public duty to ~~maintain a~~ maintain a conveyance it may be stipulated that when they are attached to officers they may be granted a conveyanc e allce. equivalent to not less than 50% of the P.T.A. subject to a minimum of Rs 75/- p.m. They may also be granted a conveyance allce. of Rs. 75/- P.M. when on leave.

8. The S.E., S.G.C.'s suggestions are as under :-

(i) Government should purchase and maintain cars for S.D.O.'s or Government should grant an advance of a loan of not less then 4,000 to 5,000 to be recovered by small easy instalments of say Rs. 50/- p.m.

(ii) The present rate of P.T.A. (of Rs. 112½ /- p.m.) to be increased to Rs. 150/- p.m.

(iii) An officer (S.D.O.) maintaining a car when posted to a Dnl. or administrative office may be granted C.A. of Rs. 75/-p.m

9. The El. Engr. suggests that the present limit of motor car advances viz. Rs. 10,000 or six months' pay or the anticip- ated price of the car which is lower, may be relaxed and advances may be sanctioned inrespective of any limit and may be covered in 60 monthly instalments.

10. The P.H.E. says that a Dy. Engr. who maintains a fast conveyance is able to discharge his duties efficiently but he fears whether it would be desirable to make it a rule for all S.D.Os. for the maintenance of such a conveyance. He is of the

opinion that the Dy. Engrs. (S.D.Os.) when they are attached to offices should get only spl. pay and should discontinue to draw P.T.A. or C.A. otherwise admissible to them. He observes that the majority of Dy. Engrs. find the cost of conveyance very heavy and they ill afford to purchase one. He therefore suggests that Govt. may consider the desirability of providing conveyance to important post at Govt. expenses.

11. The El. Commr. has made the following suggestions

(i) Govt. should provide to all officers motor cars or jeeps to be chauffeured and maintained by Govt. or the officers-

(ii) Govt. should assess the present purchasing power of touring officers who are expected to maintain such conveyances and should provide them with cars by paying the excess. After certain number of years the vehicles should become the officers property, checks and controls regarding mode, etc. being procided rduring the intergenum.

12. From the replies received from the local officers it will be seen that all of them agree that the Dy. Engrs. in charge of Sub-Dns. should have a fast moving conveyance, proferably a motor car, for the proper and efficient discharge of their duties. The question for consideration is how to make this possible. As already pointed out in the office note dt. the 22.9.1948 the remedies suggested by the S.E., K.I.C. at)(a), (b),(c) and (d) do not seem to be feasible and justifiable. The only solution of the problem appears to be either (i) to provide the officers (Dy. Engrs.) with Govt. owned conveyances maintained and run at Govt. expenses and to ~~without~~ withdraw P.T.A., T.A., or C.A. or (ii) to liberatise the present limit of advances for purchase of motor cars as laid down in G.R., F.D., No. 2818, dt. the 20-2-1947, viz. Rs. 10,000 or six months' pay or the anticipated prise of the car whichever is least, and to increase the present rate, of P.T.A. of Rs. 112½/- p.m.

The.....

The first alternative would be rather expensive and difficult to manage. The second alternative seems to be feasible one. If this is accepted then it may be suggested that the amount of advance may be Rs. 10,000 or the anticipated price of the car whichever is less, and it mayh be recovered in 48 monthly instalments subject to other restrictions as at present. This will solve the difficulty of the amount required for purchasing car. As regards cost of maintenance and running of the car the present rate of P.T.A. of Rs. 112½ may be raised suitably. In this connection it may be stated that on the case reg: the revision of the existing rates of t.as. it was *enteralia* proposed by this Deptt. and recommended to the F.D. that the present rate of P.T.A. of Rs. 112½/- p.m. may be raised to Rs. 150/- p.m. on the definite condition that the Dy. Engrs. (S.D.Os) maintain a four seater car in regular working order and use it for Govt. works - *vide* this Deptt. endt. No. 255/36 - E(I), dt. the 15-11-1948 and para 2 of the Secy. (I)'s note underlying it. No. orders seem to have so far been issued by the F.D. on this proposal. It is for consideration whether the same rate of P.T.A. and subject to the same conditions may be proposed in this case. If these proposals are approved, the papers will be refd. u.o. to the F.D. for its concurrence,

para. 2 g

Id/- B.R.P.
12.5.49.

The maintenance of fast moving vehicle for the officers entrusted with out-door work and of the rank of Dy. Engrs. and above in the P.W.D., is indispensable and essential for the efficient management of the works in their charge. Purchasing and maintaining the car has become, now-a-days, a source of great worry and finaicial burden not only to the Dy. Engrs. but also to some Es. Engrs. drawing pay less then Rs. 750/- per month. As such officers cannot possibly afford to buy a new car, they have necessarily to go without a car or purchase a second-hand car. Spare parts of these old cars are mostly not

available, improvised repairs carried out are not satisfactoty, the cost of accessories like tyres, tubes and batteries, have soared very high; their life is also considerably reduced ~~wit~~ when compared to the quality of such articles before the war. All these factories cause a considerable drain on the officers' pockets. In the case of officiating and tempy. Dy. Engrs., there is also an element of uncertainty about their continuation in the Dy. Engrs post and service, respectively with the result that such officers purchase cars only reluctantly.

2. The best solution would, therefore, be to provide Govt. owned cars to all the officers. If, however, for some reasons, this proposal is not acceptable, the following concessions at least should be given to ease the position as far as possible:

(i) The rules reg: the payment of advance and its recovery by instalments, for purchasing the car, may be liaberalised.

According to G.R., F.D., No. 2818, dt. 28th Feb. 1947, the amount of the advance shall not exceed Rs. 10,000/- or six months' pay or the anticipated price of the car whichever is the least. In the case of a Junior Dy. Engr.s this would mean an amount of Rs. 1,500/-. This amount is evidently not sufficient for purchasing even a second-hand car, the mainmum price of which would be the neighbourhood of Rs. 4,000/-. It, therefore, appears necy. that the limit of advance may be increased to Rs. 4,000/- at least, to be recovered in 60 monthly instalments.

(ii) The present limit of P.T.As should also be increased as below:-

Dy. Engrs.	...	Rs. 150/-
Ex. Engrs.	...	Rs. 225/-
S.Es.	...	Rs. 275/-

3. The Dy. Engrs attached to the offices get spl. pay on account of the heavier responsibility and onerous duties to be performed by them. It is, therefore, equitable that they should be compensated for the absolute minimum cost of maintaining a car even in an idle state. Such items of expenditure which require to be compensated for are :

(i) Govt. and Municipal Taxes;

(ii) Payment for compulsory thired party insurance;

(iii) Charges for ordinary servicing and

(iv) Rent of garage.

The minimum average cost of all these items would amount to Rs. 35/- per month.

Id/- K.V. J.
14-5-49.

The present position is very very unsatisfactory. The S.D.Os. are new men, cannot get about as often as they want because of want of fast conveyance and the result is less efficient supervision. If therefore it is the intention of Govt. to have proper and efficient suspervision over ~~every~~ every pic that is being spent by this Deptt., then it is necy. to take immediate steps to remedy matters. The Dy. Engrs. considering their pay are obviously unable to buy cars even second hand. New ones are out of the question. The solution would be to provide cars at Govt. expense to all need not to grant any P.T.A. or C.A. but only D.A. if the officer spends a night out. If this system is considered too costly then the only alternative is the one suggested above by Dy. Secy.

Id/- N.P. Gurjar)
19-5-49. Secy (I)-

Id/- B.S. V(yas),
20/5/ Secy (R.f.B).

V. URGENT.

U.O.R. to the F.D., dt. the 23-5-49.

Finance Deptt. (E).

The rules regarding grant of advances for the ~~purpos~~ purchase of motor conveyances were liberalised in Feb. 1947 and the concessions have now been extended till 31st March 1951. High prices of the conveyances which necessitated the liberalisation of the rules still continue.

2. When the rules were first liberalised in 1947, the case of Deputy Engineers of the Public Works Department was studies carefully. Ultimately the Public Works Department decided to watch the effect of liberalisation of the rules. The Secy., P.W.D., has now recommended that Govt. should take steps to provide cars to all and to withdraw the P.T.A . or C.A. admissible to them. The suggestion implies the availability of sufficient number of motor cars.

3. It would be seen from Secy., F.D.'s Note, dt. 7-2-1947, underlying G.R., F.D., No. 2818, dt. 20-2-1947, that this suggestion has already been considered in the past. The Secretary suggested that in the case of officers on low pay, the only possible way is to purchase ~~the car after a stipulated~~ cars at Govt. cost and hire them to these officers. They should be given an option to purchase the car after a stipulated period. The Secy. suggested that only second hand cars costing about Rs. 6,000/- should be purchased for this purpose. The average life of the car should be not less then 6 years. The depreciation in 3 years will amount to Rs. 3,000/-. Half of this should be borne by Govt. The other half being recovered from the officer in the form of monthly hire in 36 months. At the end of three years the officer can have the option of purchasing the car at the depreciated value.

4. The case of Dy. Engrs. was argued at length by H.M., P.W.D. in his note dated 28th April 1947. He had opined that to buy

second-hand.....

second-hand cars was a Waste of money. He, therefore, proposed that new cars may be purchased and allotted to the officers drawing below Rs. 1,000/- p. m. The officers should be asked to pay about Rs. 3,500/- the actual amount to be settled according to the officers' pay. The loss on account of the reduced price may be borne by Govt. In order to minimise the loss to Govt. it was necessary to purchase the cheapest available cars e.g. jeeps. The jeeps were not tekhen available, in sufficient number. It was, therefore, decided by H.M., F.D., H.M., P.W.D., and H.M., R.D. that the officers of the P.W.D. referred to by H.M., P.W.D., must go in for motor cycles. The rules for the grant of advances for the purchase of the motor cycles were subsequently liberalised in order to meet the point of view of H.M., P.W.D.

5. The P.M.T.C. had recently reported the supply a position of motor vehicles has not still improved and therefore, the concessions sanctioned in G.R., F.D., No. 2918, dated 20-2-1947, and G. R., F. D., No. 2818, dated 2-6-1947, have been extended till 31st March 1951. It can, therefore, be safely assumed that it will not be possible to purchase sufficient number of cheap-motor cars and allot themto the P.W.D. officers. It has already been decided that it is not possible to further liberalise the rules for the grant of motor car advances. The only solution, therefore, is that the low-paid officers must go in for motor cycles.

6. Under the liberalised rules for the grant of motor cycle advances, an advance of Rs. 3,000/- or six months' pay or the anticipated price of the motor cycle whichever is the least can be granted. The revised scales of Dy. Engrs. is 220 -15-400 - E.B. - 20-500 - E.B. 25-650. An advance of Rs. 1,320/- is therefore admissible even to a new recruit. It will not be diffic-ulat to buy a new

motor....

cycle with the advance admissible under the rules. It is not too much to expect a officer of the rank of a Dy. Engr. to contribute at least Rs. 5 to 6 hundred from his own pocket. It is not desirable that Govt. should pay for the entire cost of the conveyance. The officer owing the conveyance must have a stake in it so that the conveyance is maintained ~~en-good~~ in good condition. This is imperative because it is mortgaged to Govt. as security for the advance.

7. For these reasons it is submitted that there is no necessaigity of altering the existing rules for the convenience of the P.W.D. officers.

Id/-
28-6-49.
29
30

Id/-
1.7.

U.O.R. to P.W.D. dt. 4.7.1949.

9865/36/44318

E.B.(I). P.W.D.

Submitted with ref. to this Deptt. u.o.r. dt. the 23-5-49.

2. These papers related to the question of maintenance of a fast moving conveyance (motor car or a motor cycle) by Dy. Engrs. This Deptt. has made the following proposals:-

(a) To provide th officers with Govt. owned conveyances maintained and run at Govt. expenses and to withdraw P.T.A., T.A. or C.A. granted to them,

or

(b) (i) The rules reg: the payment of advance for purchasing motor cars and its recovery may be relaxed i.e. the minimum limit of advance may be increased to Rs. 4,000/- at least 60 monthly instalments.

(ii) The P.T.As. should be increased as under ;-

Dy.....

Dy. Engrs.	Rs. 150/- p.m.
Ex. Engrs.	Rs. 225/- p.m.
S.Es.	Rs. 275/- P.m.

(iii) The Dy. Engrs. attached to the administrative and Dnl. Offices may be granted Rs. 35/- p.m. as minimum maintenance charges of a car even in an idle state.

3. For the reasons stated in its foregoing note the F.D. does not agree to the proposals at (a) and (b) (i). That Deptt. suggests that the low-paid P.W.D. officers may maintain motor cycles.

As regards the proposal at (b) (i) above it may be stated that according to the orders issued in G.R. No. 1922/33, dt. the 14-6-4[illegible] the P.T.As. on the P.W.D. officers have since been temporarily raised with effect from the 1-5-49 to the 31-3-50 as shown below: -

	Increased P.T.A.
Dy. Engrs. (S.D.Os.)	Rs. 131¼ p.m.
Es. Engrs.	Rs. 225/- p.m.
S.Es.	Rs. 285/- p.m.

No further action therefore seems to be necy. on this proposal.

As reg: the proposal at (b) (iii) above it may be stated that the F.D. has not offerred any remarks on this proposal presumably because they have suggested that the Dy. Engrs. may go in for motor-cycles. In this con. it may be stated that alteast in the case of Dy. Engrs. who would maintain motor cars and who would be attached to the administrative and Dnl. Officers, it is necy. to sanction these charges. The F.D. may, therefore, be requested again to agree to this proposal.

4. In the circumstances it is for consideration whether the F.D.'s suggestion that the low-paid P.W.D. Officers may maintain motor cycles may be accepted and it may be stipulated that the Asstt. and Dy. Engrs. in charge of Sub-Dns (except those who are in receipt of conveyance allce. because in their

case.....

case the conveyance is usually prescribed at the time of sanctioning C. A.) should maintain at least motor-cycles in the interest of Govt. work or whether this Deptt. may adhere to its proposals and the F.D. may be requested again to agree to it.

Id/-
B.R.P.
18-8-49.

The F.D. has suggested that the Dy. Engrs. might maintain motor cycles only instead of motor cars. In this con. I would invite ref. to para 3 of the S.E., E.C.'s letter No. G. 114/6206, dt. the 6-10-48. I agree with the S.E., E.C.'s view that motor cycle is not really a useful conveyance for the S.D.O. This conveyance would not be suitable especially to men of advanced age and to those of weak constitution, susceptible to cold etc. It is an established necessity that the Dy. Engr has to take with him the Maistry or the Karkun on his inspection, so that instructions can be issued directly on spot. He has also to carry cash with him often for making payments, to work-people engaged departmentally. If he has to carry this amount with him on motor-cycle, unaccompanied by anybody, he will run the risk of being attacked and robbed on the way. If therefore the work of the Sub-Dn. is to be carried out efficiently, maintenance of a motor car by the Dy. Engr., is indispensable in my opinion. The F.D. may therefore be requested to consider the matter again and agree to the proposal contained in para 2(1) of my note dt. 14-5-49, on page 17 ante, for liberalising the terms of granting advance for purchasing the car. As the car is mortgaged to Govt. till the complete repayment of the advance and as it is insured also, there is not risk of any loss to Govt. if the terms are liberalised.

F.D. may also be requested to consider the proposal b(iii) mentioned on p. 23 ante.

Id/- K.V. J(oglekar).
21-8-49.
Dy.Secy.

Id/- N.P. G(urjar),
23-8-49.
Secy.(I).

U.o.r. to the F.D., dt. the 23-8-49.

.....ooWWWoo.....

Finance Deptt. (E).

Submitted with ref. to office note, dt. 28th June 1949.

2. Financial Rule 296(2) lays down that the total amount to be advanced to a Govt. servant for one purchase of a motor car shall not exceed Rs. 7,500/- of four months' pay or the actual purchase price of the car whichever is the least. In view of the high prices of the car, this limit was raised to Rs. 10,000/- or six months' pay or the anticipated price of the car whichever is the least. G.R., F.D., No. 2818, dt. 20th Feb. 1947, as it stands applies to all officers irrespective of their pay. From the proceedings underlying the G.R., especially, Secy's note, dt. 7th Feb. 1947, it will however be seen that the concession was mainly intended to enable his paid officers to purchase cars. Officers drawing a pay of Rs. 1,000/- p.m. can get Rs. 6,000/- as an advance from Govt. This amount is sufficient to cover the cost of reasonable good car.

3. The H.M., P.W.D., had pointed out in 1947 that in the P-W.D. 95% or almost 100% of the touring officers draw less then Rs. 1,000/- p.m. vide para 4 of his note dt. 28th April 1947. Hence they do not get material benefit from the revised orders. The Secy., P.W.D., had also pointed out that a car is essential as compared with a motor cycle because the officer has to carry with him his bedding, food, office papers and his immediate technical supervisor. Inspite of these arguements it was decided that it was not possible for Govt. to further liberalise the rules and such officers should go in for motor cycle. The D.S., P.W.D., has now pointed out that a motor cycle is unsuitable for people of advanced age and to those of weak constitution, susceptible to cold, etc. Dy. Engrs. have also to carry cash with them. There is a greater risk of being robbed when riding a motor cycle than when moving in a car.

4. The P.W.D. proposes that the rules for the grant of motor car advances may be relaxed as follows:-

(i)....

(i) A minimum of Rs. 4,000/- may be prescribed;

(ii) The recovery may be made in 60 monthly instalments.

5. The necessity of maintaining a fast moving conveyance by the Dy. Engrs. may be accepted. The question is whether they can afford to repay the loan in a reasonable time if they are granted an advance of Rs. 4,000/- . Under the existing rules the Junior Dy. Engrs. get about Rs. 1,500/- as an advance which is quite inadequate for meeting the cost of an ordinary car. The present limit of the P.T.A., for Dy. Engrs. is Rs. 13-4-0 p.m. It can safely be assumed that they can afford to pay at least Rs. 30/- p.m. for the P.T. A. and Rs. 35/- from the pay (i.e. about 14% of pay.) The Dy. Engrs. can therefore pay a maximum if Rs. 65/- p.m. The advance of Rs. 4,000/- will, therefore, have to be recovered in 61 monthly instalments. The P.W.D. has however proposed a period of 60 months. It seems reasonable.

6. The motor car will have to be mortgaged to Govt. and it will also be insured. However, it is bound to depreciate considerably in five years. The amount of the loan will diminish at the rate of Rs. 800/- a year. It will be seen from para 3 of the Under Secy., F.D.'s note, dt. 5th Feb. 1947, that a car is expected to depreciate at 25% of the cost in the first year and at 20% of the depreciated value in the subsequent years. The depreciation of the car is least in the beginning. The question of security is relatively unimportant in the case of permanent officers, e.g., officiating Dy. Engrs. promoted from Class III services. In the case of tempy. Dy. Engrs. recruited directly, there is an element of uncertainty in their appointment. It will be desirable to exclude them from the advantages of liberalised rules sepecially as the proposed period of repayment is too long. They can be expected to go in for motor cycles under the existing rules.

....

7. The P.W.D. has made out a case for the liberalisation of the rules for the grant of motor car advances. The orders however need not be restricted to the P.W.D. officers. A similar request has been recd. from the A. &. F.D. The C.C.F. has requested that a minimum limit of Rs. 5,000/- p. m. may be fixed for the grant of the advance and it may be recovered in 5 years. In view of the high prices of the car, the R.D. has recently proposed that the maximum limit of the advance may be raised to eight months' pay. In the case of tempy. officers it is not possible to grant any more concessions. Orders may therefore, be issued to the effect that permanent Govt. servants drawing a salary not less then Rs. 220/- p.m. shall be granted a minimum advance of Rs. 4,000/- p.m. and it shall be recovered from them in 60 monthly instalments.

No. salary limit need be laid down Id/- The orders will apply to all. Id/-

8. It is not necy. to extend these concessions to officers drawing a higher salary.

9- On approval, draft orders will be put up.

10. As reg: the proposal at (b) (iii) in para 2 of the P.W.D. office note, dt. 18th Aug. 1949, please see portion 'A-A' in para 5 of S.E., S.I.C.'s letter No. G.114, dt. the 28th Aug. 1949. It seems that during the period the Dy. Engrs. and Asstt. Engrs. are attached to offices they are not required to travel on duty even though they continue to maintain cars. Obviously maintenance of a car by them during the said period is not really necy. in the interests of public service. They cannot be reimbursed the expdtr. they have to incure on maintenance of cars. However the Dy. En and Asstt. Engrs. have to maintain cars during the period they are attached to offices for the reasons:

(i) they are liable to transfer from offices to a sub-dn. where for the better performance of their duties they have to maintain cars;

(ii) it is difficult to get cars once sold out. This

indirectly.....

indirectly shows that maintenance of a car is necy. in the interests of public service even during the period they are attached to officers. But it is submitted that this ground does not, in itself, support the P.W. D. proposal, vide, the principle laid down in Note below B.C.S.R. 387. F.D. may not, therefore, support the P.W.D. proposal.

Id/-
30-9-49.

Id/-
1.10.

Id/-
30.9.49.

Please see G.R., F.D., No. 2818, dt. the 24-2-1947, attached to the docket sheet at the commencement of this file. The maximum thus prescribed for a motor car advance is"Rs. 10,000 or 6 months' pay or to anticipated price of the car, whichever is least". P.W.D. points out that, in the case of Junipr Dy. Engrs. for exchange, 6 months' pay may be as low as Rs. 1,500/-, at which price even the cheapter of serviceable as second hand cars is not available. P.W.D. therefore makes the ~~propos-~~ proposal at 2(i) on p. 17. The proposal may be accepted. This implies modification of the T.A. of 24-2-1947 in two respects :

(1) At the end of the limits quoted above (A) it will be added 'provided that, where six months' pay is less than Rs. 4,000/- the relevant amount shall be Rs. 4,000/- instead of six months' pay".

(2) The period of repayment shall be 5 years instead of 4 years (i.e. 60 monthly instalments instead of 48). The G.R. is a general one, and the modifications may hold good for offices of all pay-groups. It is not necy. to restrict their application at any particular pay-group as suggested in F.D. office note. (The orders will be issued by F.D., for which purpose these P.W.D. papers may please be transmitted to it by P.W.D.)

2.....

2. The other proposal pressed by P.W.D. is that at 2(b)(iii) on p. 23. It is commented on by F.D. in para 10 of the previous page. Since it compromises the principle that permanent travelling allce. or conceyance allce. would be justified only where there is actual touring, its acceptance is not recommended.

Id/-
8.10...

Ch. Secy.
H.M., P.W.D.,

H.M., F.D.

N.D.B. (hat),
Id/- J.N.M(ehta),
13.10.49.
Id/- V.L. M(ehta),
14.10.49,

Id/-
K.V.J.
14.10.49.

Id/- N.P. G(urjar)
17.10.

.....

9865/36/61375. P.W.D.

E.B. (I).

Submitted with ref. to this Deptt. u.o.r., dt. the 23-8-49.

2. The F.D. has agreed to the proposal for liberatisation of the rules reg: motor car advances. That Deptt., however, does not agree to the proposal that the Dy. Engrs. attached to the administrative and Dnl. offices may be granted Rs. 35/- for maintenance charges of a motor car because the proposal compromises the principle that p. t.a. or conveyance allce. would be justified only when there is actual touring - vide F.D., Secy.'s note overleaf. The papers may be transferred to the F.D. as suggested by that Deptt., for issuing the necy. orders. The draft put up for approval may accordingly issue.

Id/-
B.R.P.
21-10-49.

Id/- K.V.J(oglekar), Dy. Secy.
24-10-49.
Id/- G.V.B(edekar), Secy.
25/10.

.....ooWWWoo.....